



KICK-OFF MEETING SUMMARY

MARCH 27, 2017

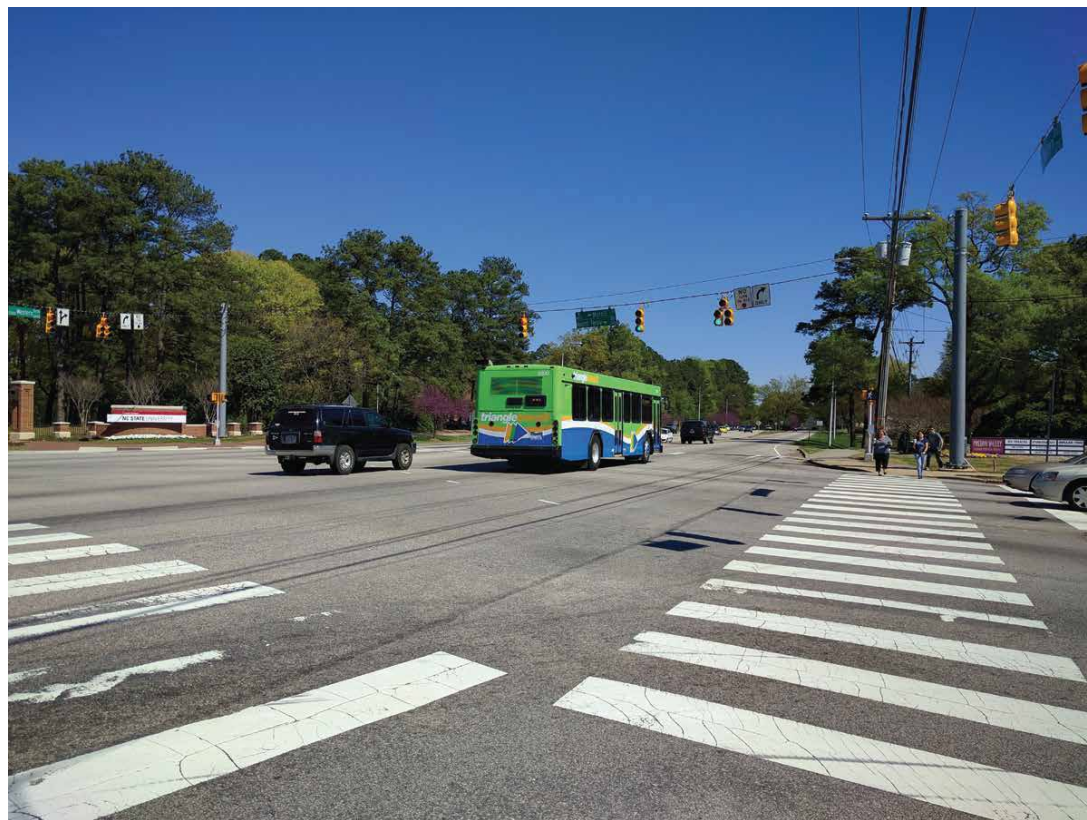






TABLE OF CONTENTS

- 1. Objective and Scope of Work 4
- 2. Study Area Map 5
- 3. Meeting Attendees 6
- 4. Meeting Summary / Comment Sheets..... 7
- 5. Instant Polling Results 8
- 6. Table Discussion Notes12
- 7. Streetscape Visioning Exercise16

KICK-OFF MEETING

OBJECTIVE

The objective of the Avent Ferry Road Kick-Off Meeting was to present initial findings, and to introduce the project and the project team to the community. This meeting follows a 2016 Visioning Workshop, which helped to establish a vision for the character of the public realm and adjacent land uses into the future. The information gathered in preparation for and during the workshop continues to provide a framework of data, observations, and community input that will be used as the study moves forward.

OUTCOME

The outcome of the Kick-Off Meeting is to introduce the study and the project team to the community and to continue gathering public input. The meeting will inform the Issues and Opportunities Report, to be completed in summer, 2016.

BRIEFING BOOK AND VISION DOCUMENT

This Briefing Book is a document compiled prior to the Visioning Workshop that contains basic information regarding the intent and process of a corridor study along with maps depicting physical characteristics and character photographs. It is intended to provide the project team and stakeholders with the information necessary to make informed decisions and to participate in meaningful dialogue around the issues affecting the study area.

The Vision Document summarizes feedback gathered at the April, 2016 Visioning Workshop. The Document serves as a vital source of information for the project team.

WHAT ARE THE GOALS OF A CORRIDOR STUDY?

When a particular area or corridor within the city limits is identified as a location for additional study, City Council directs City Planning staff to initiate an Area or Corridor Study to clarify, provide further detail, or to provide more in-depth analysis of the implications of proposed policy changes to an area.

Generally, the goals of a Corridor Study seek to:

- Involve the community in developing a long-term vision for that corridor
- Define policies and actions that will guide how the corridor should be maintained or changed in the future
- Identify future land uses in an overall community wide context
- Recommend future infrastructure improvements to sidewalks and the street network
- Provide urban design guidance
- Provide implementation guidance for private and public investments and strategies that should be pursued to realize the vision for the corridor

A Corridor Study will lead to a series of recommendations which will be presented to City Council. The recommendations of a Corridor Study may take the form of:

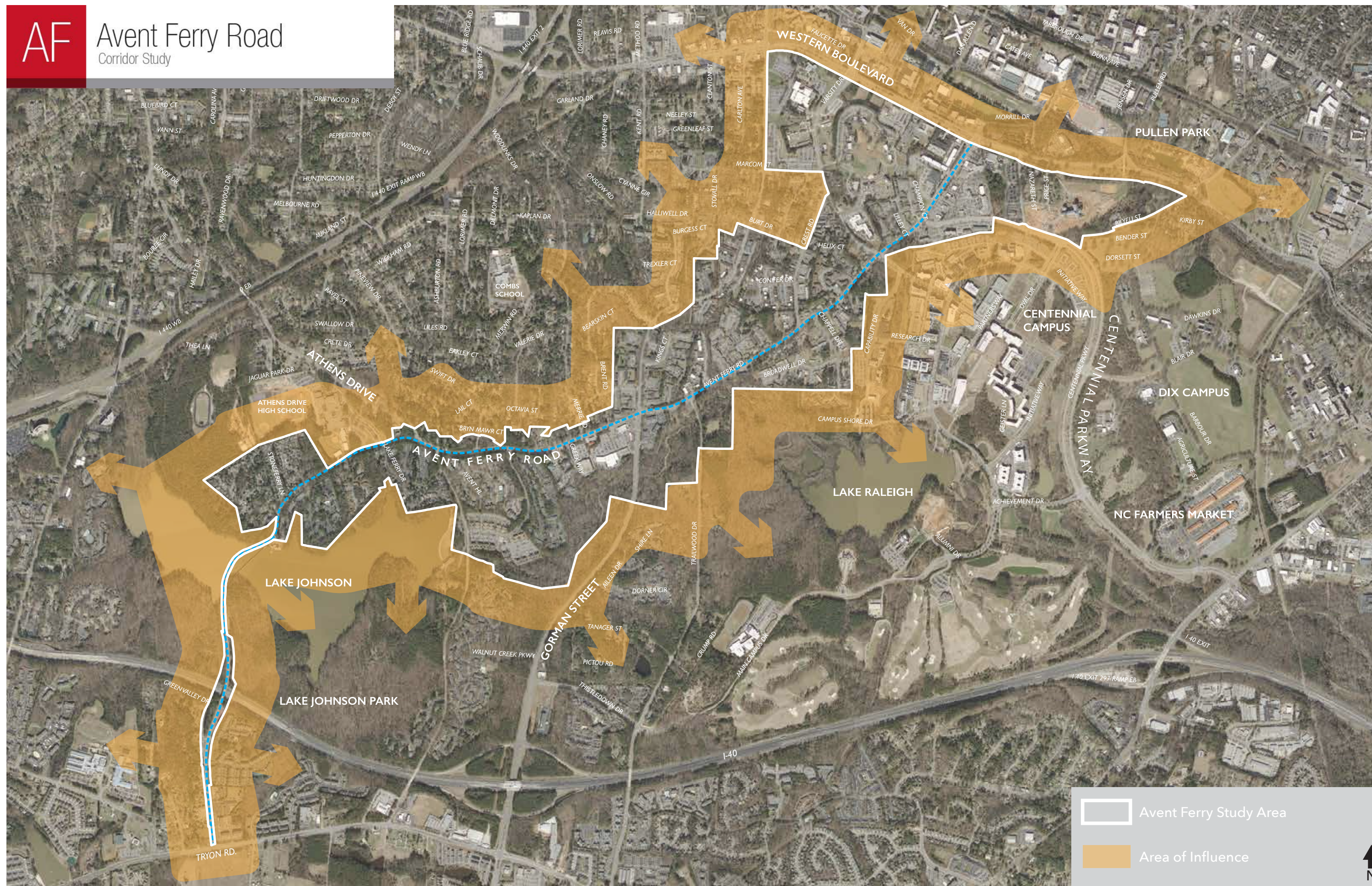
- Land use amendments
- Zoning amendments
- Plans for Open Space
- Updates to the Street Plan Map
- Updates to the Greenway Map
- Future Transportation Studies & Projects
- Capital Projects
- Renderings and Sketches depicting urban design guidelines
- Items requiring further study

WHAT IS THE PROCESS?

The backbone of any planning process includes frequent engagement of the community. The City uses a variety of channels to engage the community and collect feedback during the various stages of the process.

- Some of those methods include:
- Visioning Workshop
- Citizen Advisory Council Presentation(s)
- Project Kick-Off Workshop
- Stakeholder Meetings
- Citizen Workshop(s)
- Presentations to Commissions and City Council
- Project Website
- Citizen Survey(s)
- Community 'Newsletters'
- Draft Plan Review/ Public Comment Period

The corridor planning process begins with crafting a vision and setting goals for the study, along with collecting the necessary data. An inventory and detailed analysis of the data and goals then is undertaken. Based on the analysis, design alternatives are developed and vetted. From those alternatives, a set of recommendations, such as the ones listed above, is selected to go forward for adoption by City Council. Once the corridor study is adopted, implementation can begin and take the form of updates to City policy documents and ordinances, capital project funding and construction, and/or additional studies.



ATTENDANCE

Special thanks to City Councillor Kay Crowder for her support and attendance

CITY STAFF

Ken Bowers,AICP, Director, Raleigh Department of City Planning	Leslie Bartlebaugh	Jason Hardin
Roberta Fox,AIA,ASLA,Assistant Manager, Design and Planning	Joe Michael,AIA	Matt Klem
Charles Dillard, Project Manager	Jason Myers,AICP	Sophie Huemer
Carter Pettibone,AICP	Trung Vo, AICP	Christopher Golden
Dhanya Sandeep,AICP	TJ McCourt	John Anagnost
Trisha Hasch	Bowman Kelly	Brandie Crawford
Beth Nooe	Brandon Watson	

CONSULTANT TEAM

Dave Toms, Project Manager	Jordan McLaughlin
Scott Hazard	Karli Stevenson

WORKSHOP ATTENDEES

Johnny Beal	Mark Humienny	Anthonly Mwambui
Rachelle Beauregard	Nate Humphrey	Jo Nerhood
Patrick Beggs	Lisa Johnson	Tony Parise
Barbara Bergman	Lauren Joyner	Kate Pattison
Paul Black	Mike Kennon	Travis Potts
Kevin Boyer	Bill Knight	Tim Richardson
Blythe Carter	Jenna Kostka	Lisa Samples
Jack Duffus	Kristi McClain	Helen Schupp
Mitch Eaton	Laura Miller	Barbara Shaw
Matthew Frazier	T. Miller	Tom Skolnoki
Jamie Ferguson	Brandon Moore	Adam Terando
Eric Geiger	Tom Moran	Ingrid Tucker
Joe Hartman	Nicholas Mayhor	Shannon Warchol
Kinny Hartman	Zander Mayhor	



KICK-OFF MEETING SUMMARY

KICK-OFF SUMMARY

INTRODUCTION

On Monday, March 27, 2017, over 40 community members joined City of Raleigh Staff from the Departments of City Planning, Parks Recreation and Cultural Resources, and Public Works, in addition to representatives from the project's consultant team from Cole, Jenest, and Stone and WSP, for the Avent Ferry Corridor Study Kick-Off Meeting at the McKimmon Center at North Carolina State University.

Carter Pettibone, of the Urban Design Center, presented the study and administered a live, instant response survey to those in attendance. Attendees were asked to provide information on their use of the corridor, their impressions of current conditions, and their priorities in informing the future of Avent Ferry Road. Following the presentation, attendees were asked to visit tables, administered by City staff, that focused on individual planning topics, including zoning, mobility, transit, urban form, and streetscape design. Staff documented feedback, which is presented below, and which will be incorporated into the study's Issues and Opportunities Report. Feedback is presented according to the type and manner in which it was received:

- Comment Sheets
- Instant Polling
- Issue-oriented table discussions
- Streetscape visioning

COMMENT SHEETS (comments organized by theme)

Streetscape Design

- Adopted Street Plan is a good start
- Two-lane section, with median, is ideal
- Provide refuge islands
- Provide landscaped medians

Bicycle and Pedestrian Safety and Amenities

- Provide protected bike lanes (12 comments)
- Remove bike lanes (1 comment)
- Close Greenway Gaps (3 comments)
- Safety concerns between Lake Johnson and Athens Drive High School (2 comments)
- Connect all bike lanes to Greenway system (2 comments)
- Widen sidewalks (2 comments)
- Improve connections to Lake Johnson
- Provide grade-separated greenway crossing at Gorman St.
- Improve crosswalk safety
- Ensure that all crosswalks meet accessibility standards
- Consolidate bus stops and greenway crossings, and provide crosswalks to serve both user groups
- Provide safe pedestrian crossing and bus stops at Western Blvd. near Gov. Morehead School
- Provide a pedestrian-actuated signal at Crest Rd.
- Re-pave Lake Johnson Greenway
- Close sidewalk gaps

Transit

- Provide dedicated bus lanes (4 comments)
- Consolidate GoRaleigh and Wolfline stops
- Do not install bus pull-outs
- Provide bus pull-outs
- Do not provide dedicated bus lanes
- Transit priority needed at Western Blvd. intersection
- Provide bus shelters throughout corridor
- Consolidate bus stops and greenway crossings, and provide crosswalks to serve both user groups
- Operate Wolfline year-round
- Southbound bus stop on Avent Ferry south of Western Blvd. is too close to intersection - impedes turning onto Avent Ferry

Traffic

- Reduce speed limit to no higher than 35 mph (3 comments)
- Improve signage (2 comments)
- Encourage traffic to use Lake Wheeler Rd., Centennial Pkwy. and Pullen Rd. instead of Gorman St. and Avent Ferry Rd.
- Turning off of Avent Ferry Rd. is difficult
- Reestablish center turn lane between Gorman St. and Athens Dr.
- Consider 30 mph speed limit in high pedestrian-use areas
- Remove curb cuts at north end of Mission Valley
- Safety concerns near Oaks Dr. intersection
- Reduce speed limit to 20 mph.
- Install speed bumps
- Install traffic calming measures
- Provide rideshare pick-up locations
- Prohibit on-street parking

Development

- Limit development to no higher than 5 stories (2 comments)
- Designate Shopfront frontage (2 comments)
- Redesign Mission Valley
- Plan for density at transit stops and along BRT routes
- Promote use of high-quality building materials
- Allow taller buildings at Mission Valley
- Promote density near Western Blvd.
- Provide more residential uses for NCSU students and faculty
- Promote university-focused development
- Designate site-specific frontage designations
- Don't replicate Hillsborough St. development pattern
- Ensure that development is compatible with corridor's green character
- Provide height bonuses or other incentives to promote affordable housing development



KICK-OFF MEETING SUMMARY

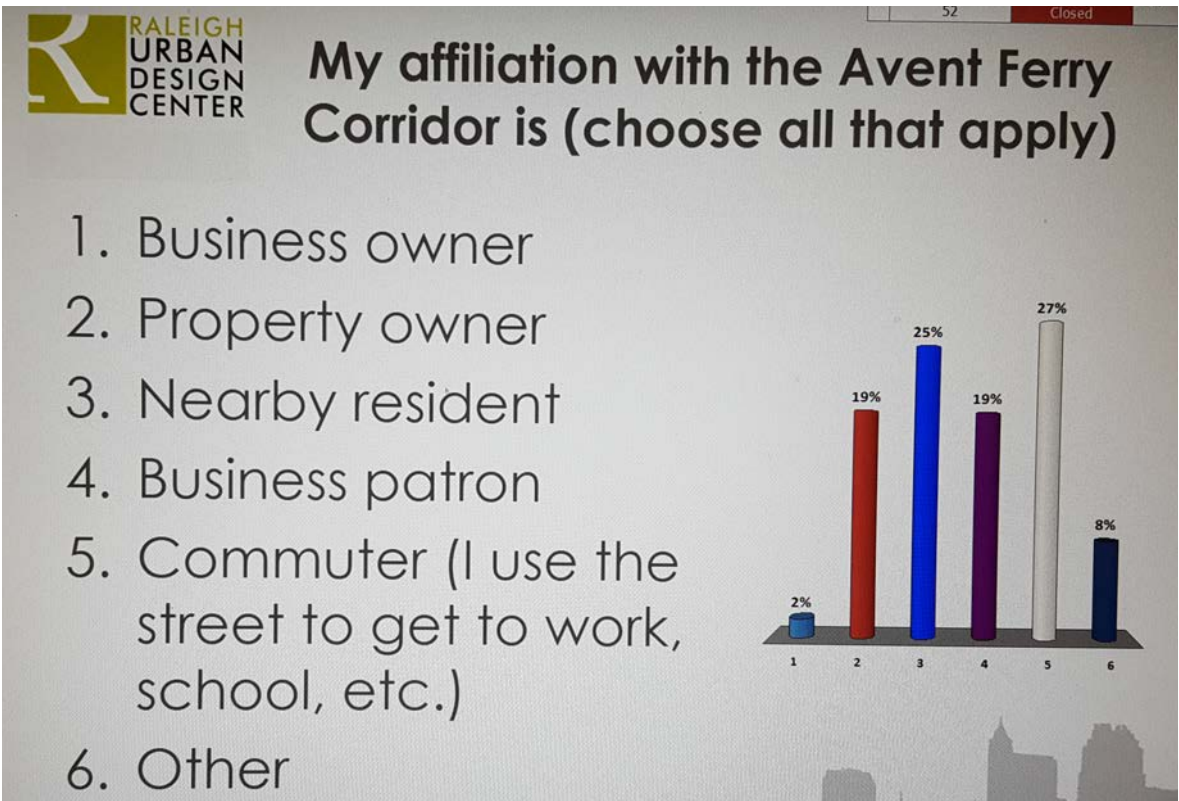
COMMENTS AND POLLING

Development (continued)

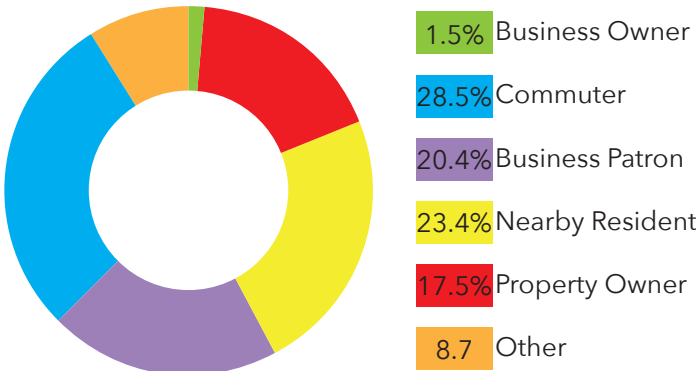
- Designate Shopfront frontage at Mission Valley
- Designate Urban Limited frontage from Gorman St. to Mission Valley
- Desigate Parking Limited frontage from Lake Johnson to Gorman St.
- Provide pocket park on Greenway property, with basketball and other active recreation opportunities

INSTANT POLLING

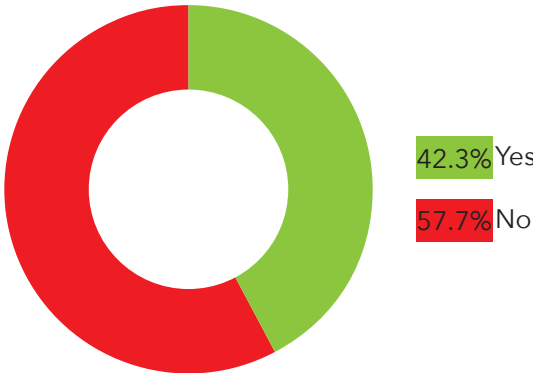
Staff assisted attendees in the creation of their ideal Avent Ferry Road streetscape design, using the online Streetmix tool.



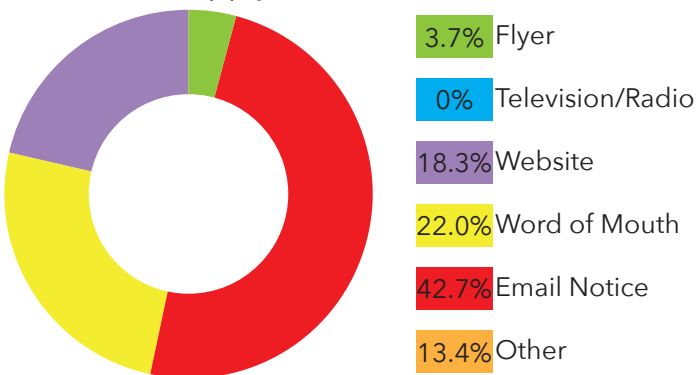
My affiliation with the Avent Ferry Corridor is (choose all that apply):



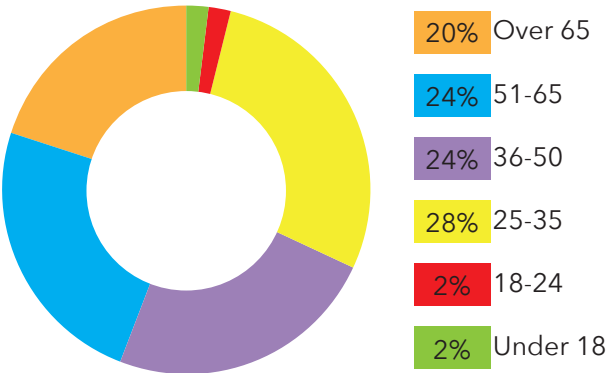
Are you an a member of NC State Community (student, staff, faculty)?



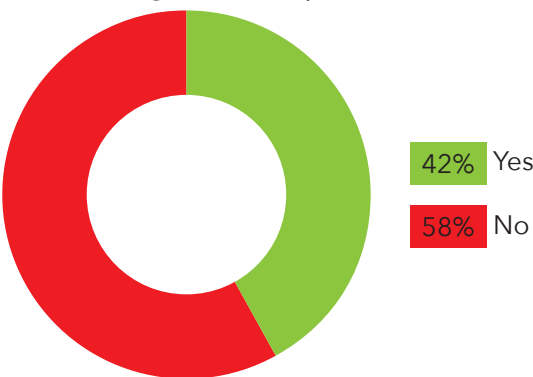
I found out about this meeting from... (choose all that apply):



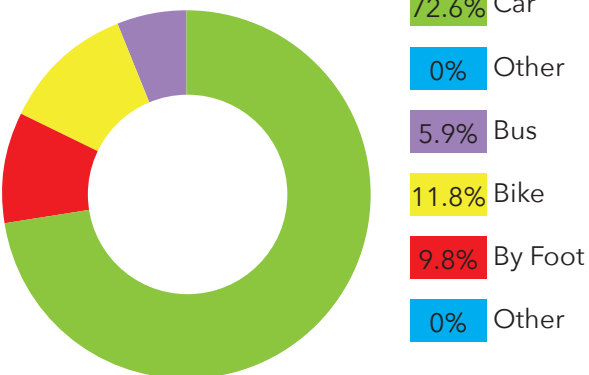
What is your age?



Were you involved in the previous meeting (Visioning Workshop)?

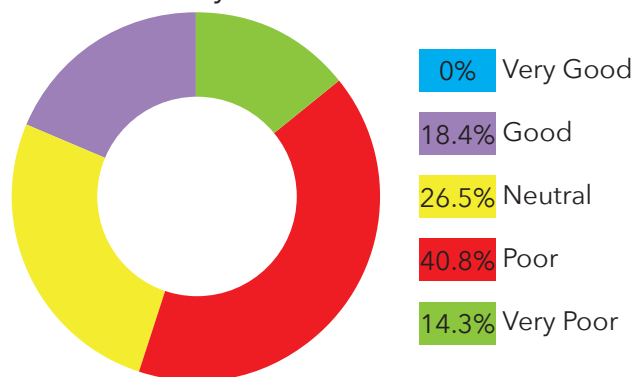


My primary mode of travel along Avent Ferry Road is:

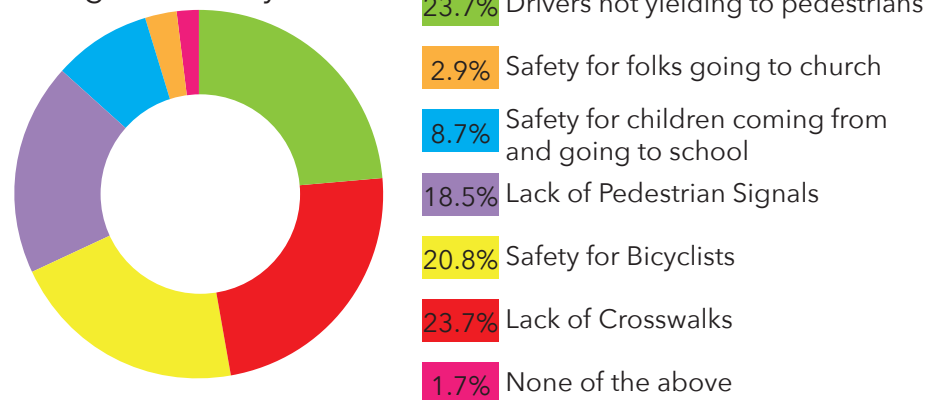


COMMENTS AND POLLING

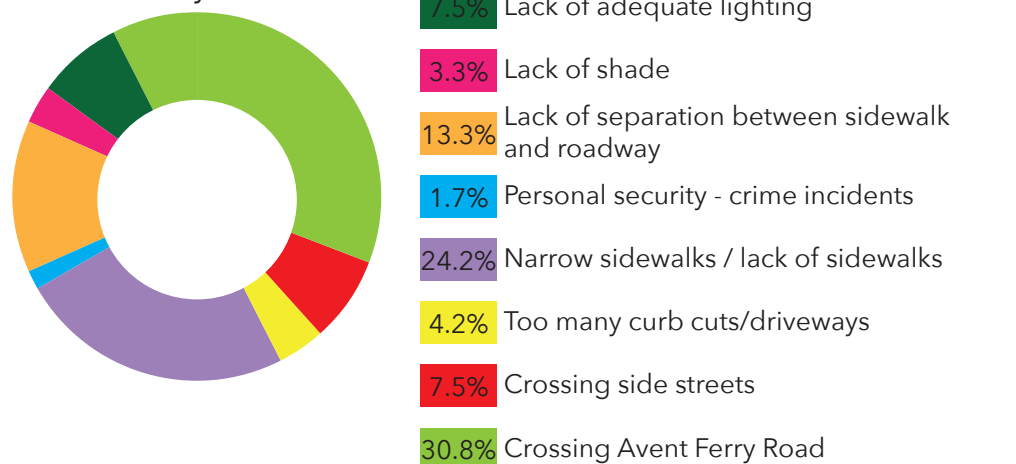
How would you rate the overall appearance of Avent Ferry Road?



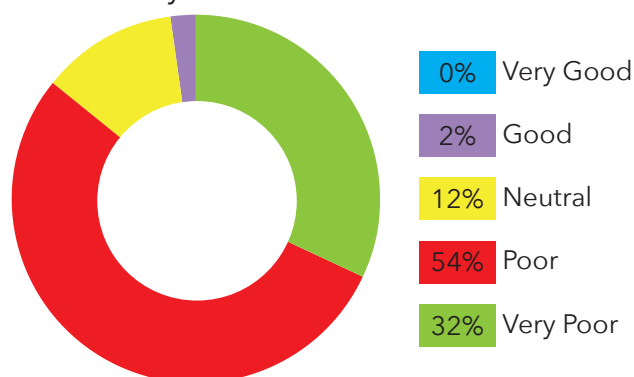
What safety issues concern you the most along Avent Ferry Road?



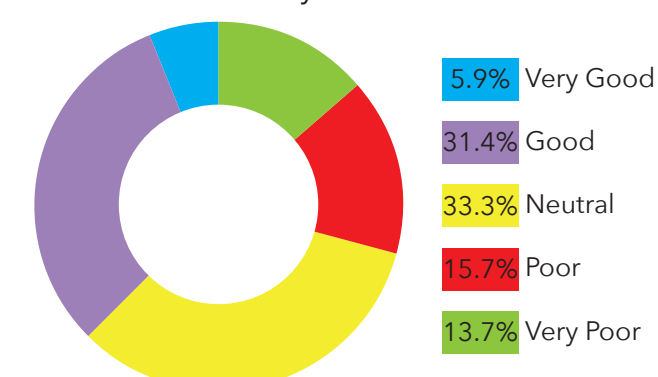
When you are walking along Avent Ferry, what concerns you most?



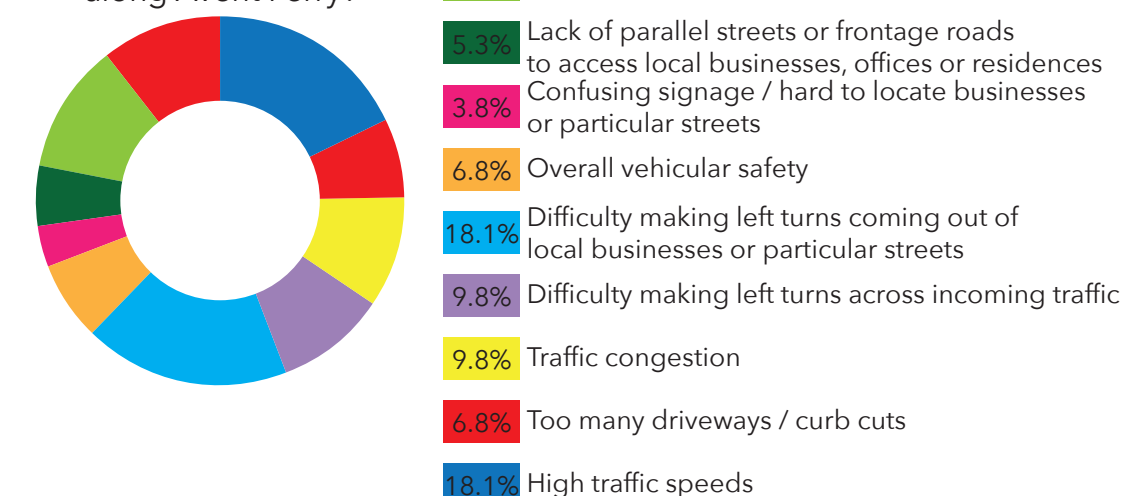
How would you rate the overall safety of Avent Ferry Road?



How would you rate the overall flow of vehicular traffic of Avent Ferry Road?



Which auto transportation issues concern you most along Avent Ferry?



Avent Ferry Road
Corridor Study

KICK-OFF MEETING SUMMARY

COMMENTS AND POLLING

Which objectives are the most important for Avent Ferry Road? (Choose top 3)



- 14.6% Create an identifiable aesthetic and image for the area
- 9.7% Improve access to transit services in the corridor
- 13.2% Improve open space amenities and connections, along and near Avent Ferry Road
- 21.5% Improve bicycle safety, access, and circulation
- 8.3% Improve auto circulation and safety; reduce congestion
- 21.5% Improve pedestrian safety and circulation
- 11.1% Create a plan for redevelopment of key properties

The most important Transit Infrastructure fix is:



- 8.2% They are not important
- 36.7% They are all equally important
- 0% Enhancing specialized bus service (i.e. for senior or the disabled)
- 24.5% Enhancing existing bus stop locations / shelters / amenities
- 6.1% More frequent and faster bus service
- 24.5% More convenient and practical bus stop locations

The most important Public Realm / Streetscape fix is:



- 9.8% They are not important
- 37.3% They are all equally important
- 11.8% Crosswalks and signal countdowns
- 11.8% Bicycle lanes
- 0% Signage and wayfinding
- 2.0% More separation between sidewalk and street
- 21.6% Wider and continuous sidewalks
- 0% Street lighting
- 5.9% Additional street trees

The most important Roadway Capacity fix is:



- 6.1% They are not important
- 14.3% They are all equally important
- 34.7% Create a continuous center median sized to accommodate turn lanes
- 16.3% Create access management plan to reduce or eliminate curb cuts
- 14.3% Restripe lanes to make them consistent widths along the entire corridor
- 14.3% Reduce speed limits along the entire corridor

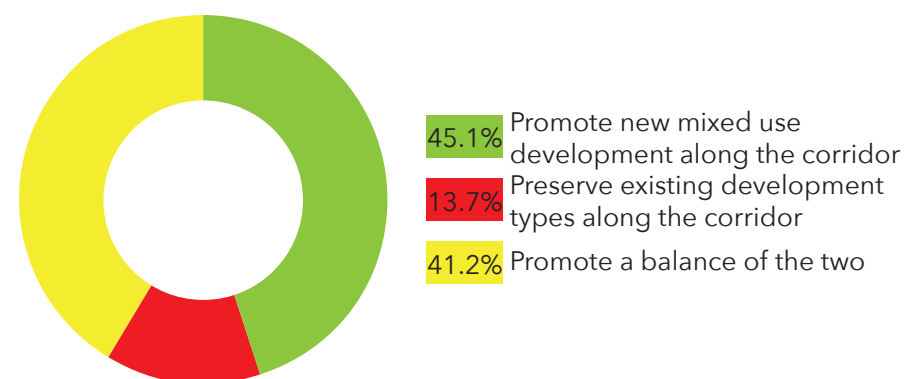
Which of the following access management strategies would you favor implementing along various segments of Avent Ferry? (Choose all that apply)



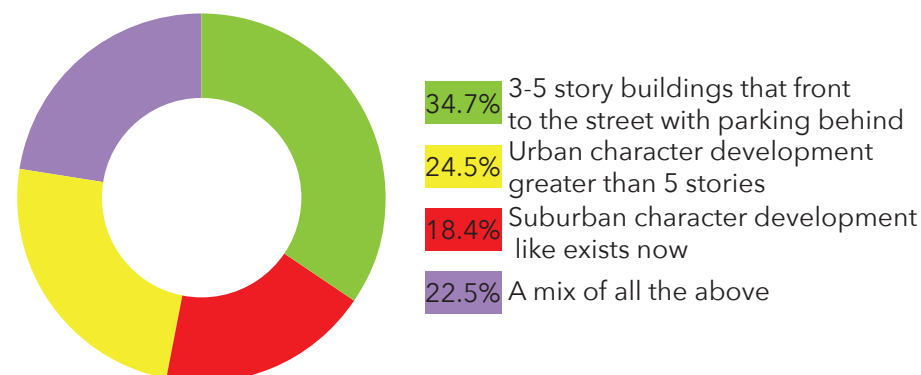
- 13.9% Providing or requiring cross connections from adjacent properties
- 13.9% Combining or reducing the number of driveways / curb cuts
- 13.9% Installing additional right turn pockets along the corridor
- 34.7% Installing medians, along with left turn pockets
- 12.5% I don't know, I would like to learn more
- 11.1% None of the above

COMMENTS AND POLLING

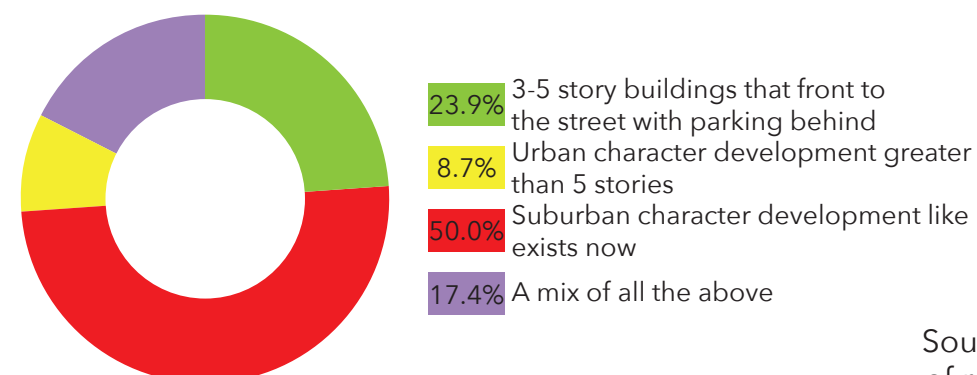
The most important
Land Use fix is:



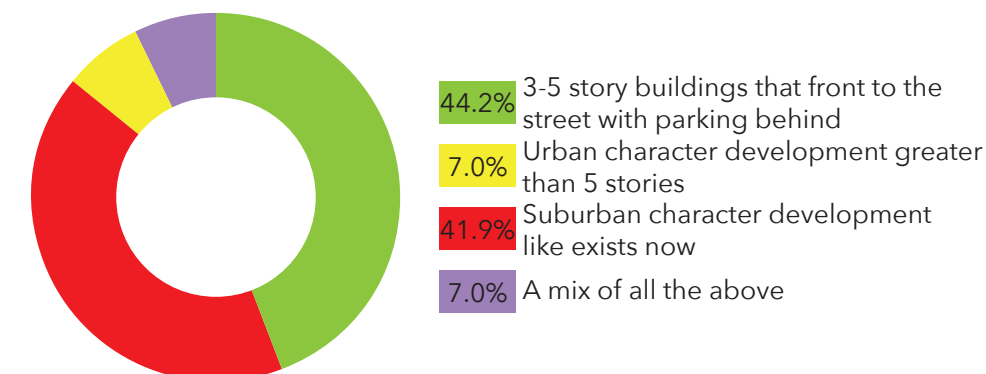
North of Gorman Street, if redevelopment
of multi-family residential were to occur, I
think the character should be:



South of Gorman Street, if redevelopment
of multi-family residential were to occur, I
think the character should be:



South of Gorman Street, if redevelopment
of retail/shopping centers were to occur, I
think the character should be:



North of Gorman Street, if redevelopment
of retail/shopping centers were to occur, I
think the character should be:

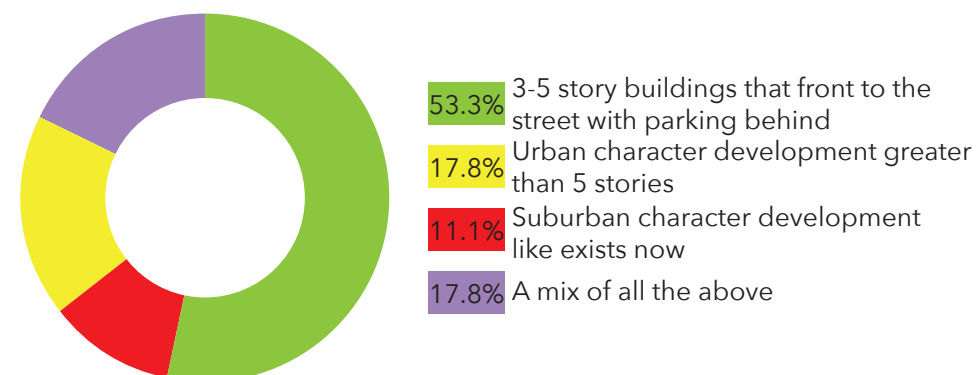


TABLE DISCUSSIONS

LAND USE

- Wider Sidewalks -
- Dedicated Buslanes - w/ gates to control access
- Physically dedicated Bike lanes
- Lots of pedestrian crosswalks.
- Mixed use but w/ broad sidewalks
- 4-5 story height limit.
- Undergrounding utilities
- As apartments redevelop ~~not~~ have a variety of options not just luxury.
- That land use policy supports a full range of housing options w/out bankrupting the Developer.
- * Maps - should have color schemes - Current land use & Future land use should match.
- Improvements to Mission Valley - Residential Mixed use 3 stories / condos

Land use.

Make Mission Valley more Visually Appealing.

- more Urban/Cafe style development with residential above.
- More Vehicular, Bike, pedestrian connectivity
- More crosswalks - Markings.
- Lower speed limit on Avent Ferry
- Keep things Affordable - Retail & Residential.
- Midgrade Casual Dining locally-owned.
- Park space along the greenways w/ amenities
- More Signage!!!

Land use.

Community Retail Services that cater to the entire community - not just college students.

Don't ignore land use needs of Avent West!

Avent Ferry Floods - Don't Develop the Flood areas with Buildings. Develop with Parks & Greenspace instead. & use for Flood control.

Don't Develop non-Developable land

Flood control is key!

Design Quality & Materials are important.

No low-quality Development.

AF

Avent Ferry Road
Corridor Study

TABLE DISCUSSIONS

Zoning

Consider rezoning to facilitate a more "main street" or shopfront type of corridor

- Allow taller buildings/mixed use on northern segment
- Southern section - lower heights, more residential
- Keep area affordable
- Reduce requirements for parking

Transportation & Transit

- LOWER SPEED LIMITS (MAX 35-MPH)
- PEDESTRIAN ACTUATED SIGNAL @ CREST ROAD
- TRANSIT COVERAGE
 - ↳ WOLFLINE DOESN'T OPERATE YEAR ROUND
- Don't widen Avent Ferry to 4 lanes
- Keep pedestrian bridge @ L. Johnson
- WIDEN AVENT FERRY BACK TO 5 LANES
- LANE DROP AT GORMAN → DANGEROUS + CONFUSING
- OVERHEAD GUIDE SIGNS FOR TURN LANES APPROACHING WESTERN
- TRAFFIC BACKS UP AT GORMAN B/C OF LANE DROP
- CARS PARKED ON BOTH SIDES OF AVENT FERRY AT LAKE
- NEED BETTER MARKED CROSSINGS AT LAKE TRAILS
- Sight Distance Study for EB to NB L from Versity to Avent Ferry esp when app left is queued
- Wait on impact of driverless cars before making drastic changes

- CONSOLIDATE BUS STOPS TO CROSSWALKS FOR CONVENIENT CROSSING
 - ↳ PED SIGNALS + DELINATION
- PEDESTRIAN SIGNALS + CROSSWALKS AT ATHENS DRIVE
- DRIVERS DON'T STOP FOR PEDESTRIANS IN AT CROSSWALKS AT MIDBLOCK CROSSINGS
 - ↳ SIGNAGE SO DRIVERS YIELD (STATE LAW)
- BUS STOP AT GREENWAY CONNECTION @ TRAILWOOD

Transportation & Transit



Avent Ferry Road
Corridor Study

KICK-OFF MEETING SUMMARY

TABLE DISCUSSIONS

BIKES + PEDESTRIANS + GREENWAYS

WHAT IS THE TIMELINE

FOR THE GREENWAY → NCSU NETWORK ≈ 1.5 YEARS
CONNECTION NEAR TRAILWOOD DR.?

Adopt pedestrian causeway into the Parks Dept. (Lake Johnson)

⇒ don't give up on this or hand over to DOT

→ Keep pedestrian causeway separately from new bridge!

Please link Lake Johnson greenway to NCSU Campus!! ASAP

HOW CAN KENTWOOD PARK TIE IN TO GREENWAY NETWORK?

↳ BIKE FACILITY ALONG GORMAN? (+/- Walnut Creek, Rocky Branch, AND House Creek!)

↳ THINK ABOUT TOPOGRAPHY!

Need at least 1 ^{more} crosswalks b/w Varsity + Gorman

Connections b/w Avent Ferry and Gorman (for example, connecting to Kaplan)

FRONTAGE + BUILDING HEIGHT + MASSING

Put businesses closer to street

- more like ~~like~~ a second Hillsborough St.

Transform character of Capability Drive

- Make it walkable, mixed-use community

- Hunt Drive is too narrow to bike safely

- HIGHER DENSITY IN NORTHERN HALF

- MORE HEIGHT

- TRANSITION AS YOU GO SOUTH

- MUST HAVE MORE UNITS TO KEEP AFFORDABLE

- Keep the Affordable Housing Options.

- Designated RideShare Lane (TAXI, DROP-OFF)

- No more than 5 stories

3' ⇒ 5'

More lighting - On-street around Lake Raleigh

More designated crosswalks

- Do not like bus-pullups - Use Technology

- People corridor - bikes, walking, transit

AF

Avent Ferry Road
Corridor Study

TABLE DISCUSSIONS

Land Use

- Mixed-Use with wide sidewalks
- Residential for all income brackets
- Economically viable land use policies
- Expand uses at Mission Valley
- Promote Residential Mixed-Use zoning
- Promote land uses that maintain area's affordability
- Promote local businesses
- Provide public park space along the Greenways
- Promote retail that caters to general public, not just students
- Provide commercial and other services for Avent West neighborhood
- Prohibit development in and near flood-prone areas
- Prohibit development on non-developable land
- Promote flood control
- Discourage low quality development

Zoning

- Consider re-zoning to facilitate a more "main street" or shopfront type of corridor
- Allow taller buildings and a mix of uses on northern segment
- Promote lower heights and non-residential uses on southern segment
- Promote affordability through zoning
- Reduce parking requirements

Frontage, Building Height, and Massing

- Put businesses closer to street (more like Hillsborough St.)
- Transform character of Capability Drive
- Make the area a walkable, mixed-use community
- Promote higher density at northern end of Avent Ferry Rd including more height
- Provide transitions to lower intensity development on southern portion of road
- Expand housing supply to maintain affordability

Frontage, Building Height, and Massing (continued)

- Keep the area affordable
- Set height limit at 5 stories

Bikes, Pedestrians and Greenways

- Help inform community of progress on Greenway construction
- Improve / provide connection at Trailwood Drive
- Adopt pedestrian causeway into the Parks Dept. at Lake Johnson (do not cede to DOT)
- Keep pedestrian causeway separate from new road bridge at Lake Johnson
- Provide greenway link from NCSU to Lake Johnson
- Connect Kentwood Park to Greenway system
- Provide bike lanes or path along Gorman Street to connect Kentwood Park to Avent Ferry and Greenway system
- Consider topography when designing Greenway and bike system
- Provide at least one crosswalk between Varsity Dr. and Gorman St.
- Connect to Kaplan Dr. via bike/ped path
- Widen sidewalks
- Provide physically separated bike lanes
- Provide many pedestrian crosswalks

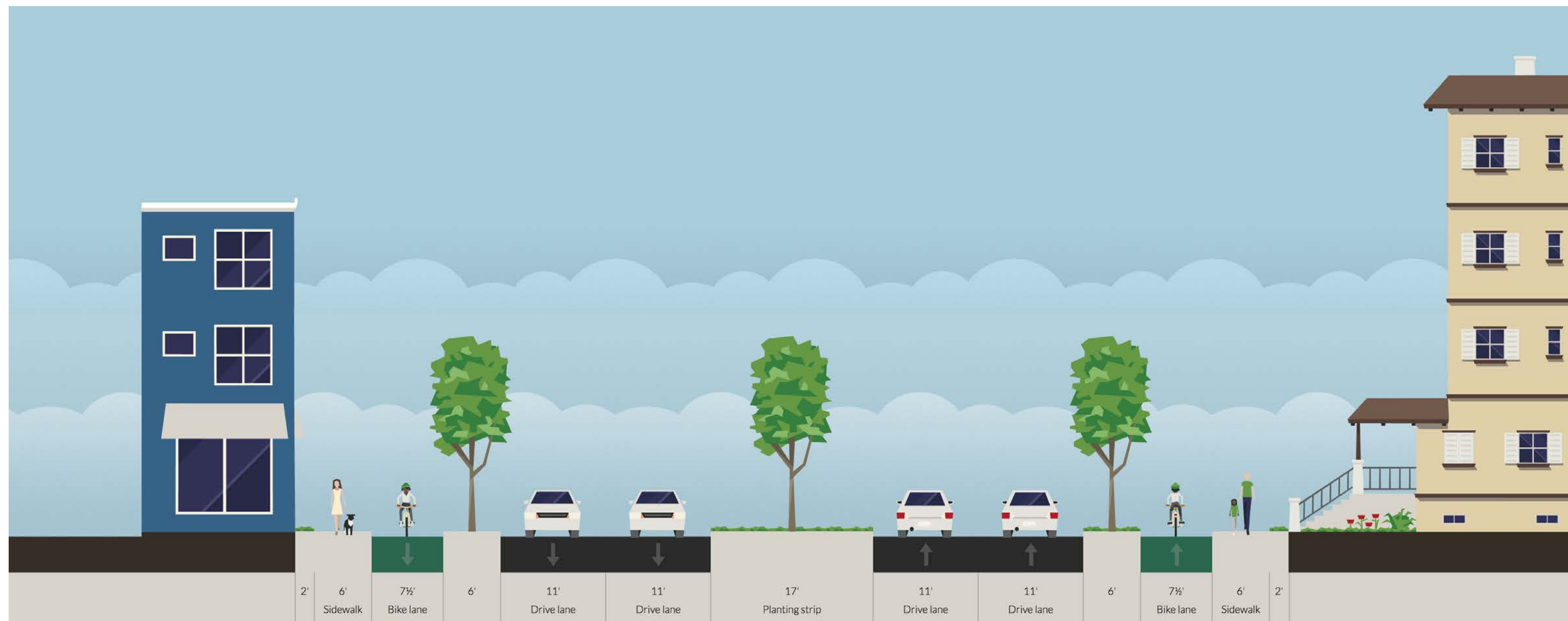
Transportation and Transit

- Lower speed limit
- Provide pedestrian-actuated signal at Crest Road
- Operate Wolfline year-round
- Don't widen Avent Ferry Road to 4 lanes
- Keep pedestrian bridge at Lake Johnson
- Widen Avent Ferry back to 5 lanes
- The existing lane drop at Gorman is confusing and dangerous
- Expand parking options at Lake Johnson
- Improve signage, especially at intersections with greenway
- Wait on autonomous cars before making drastic changes

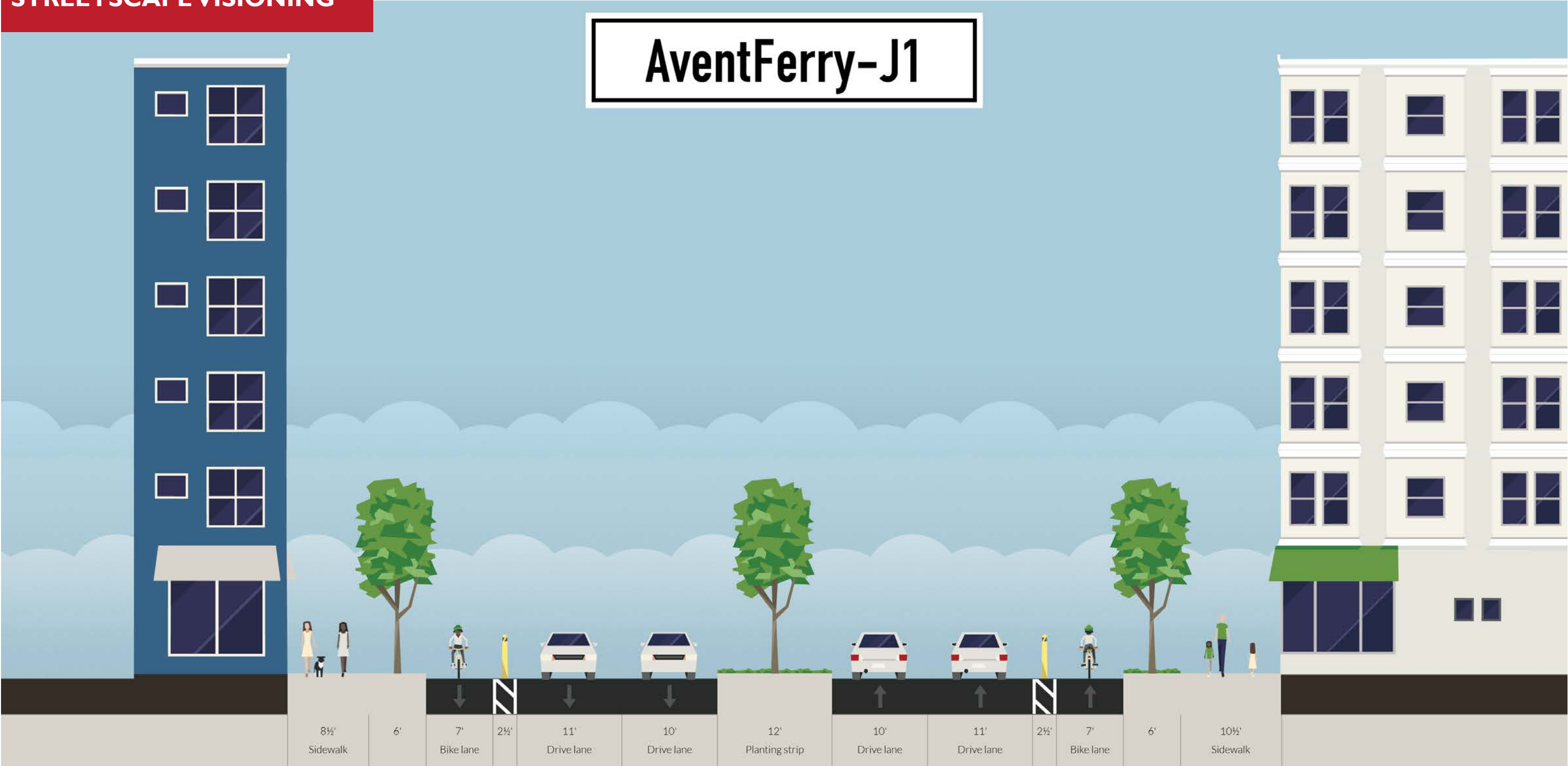
Transportation and Transit (continued)

- Consolidate bus stops (GoRaleigh and Wolfline) and provide crosswalks at all shelters
- Provide pedestrian signals and crosswalks at Athens Drive intersection
- Provide mid-block crossing signage
- Provide bus stop at Trailwood Drive Greenway connection

STREETSCAPE VISIONING



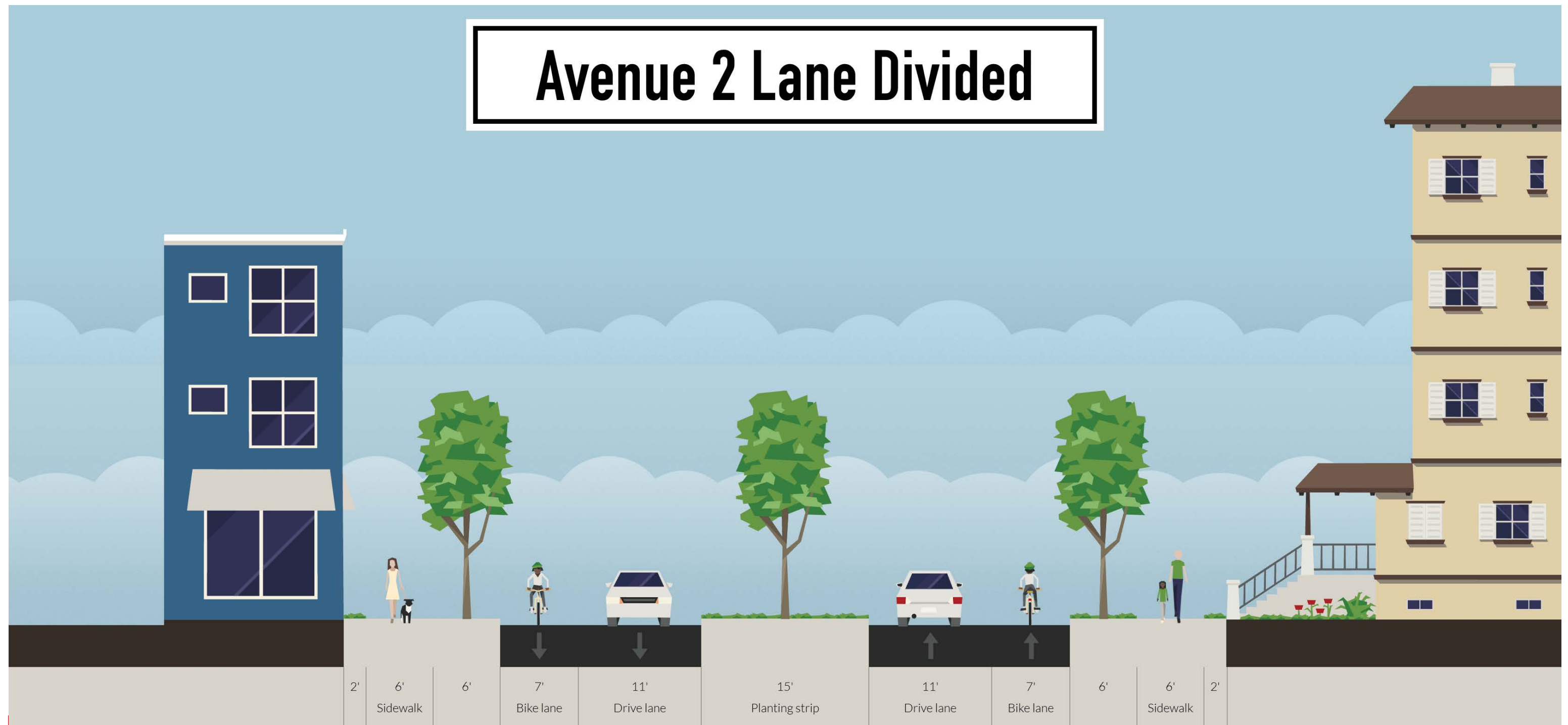
AventFerry-J1



Avent Ferry Road
Corridor Study

KICK-OFF MEETING SUMMARY

Avenue 2 Lane Divided



Avent Ferry Road
Corridor Study



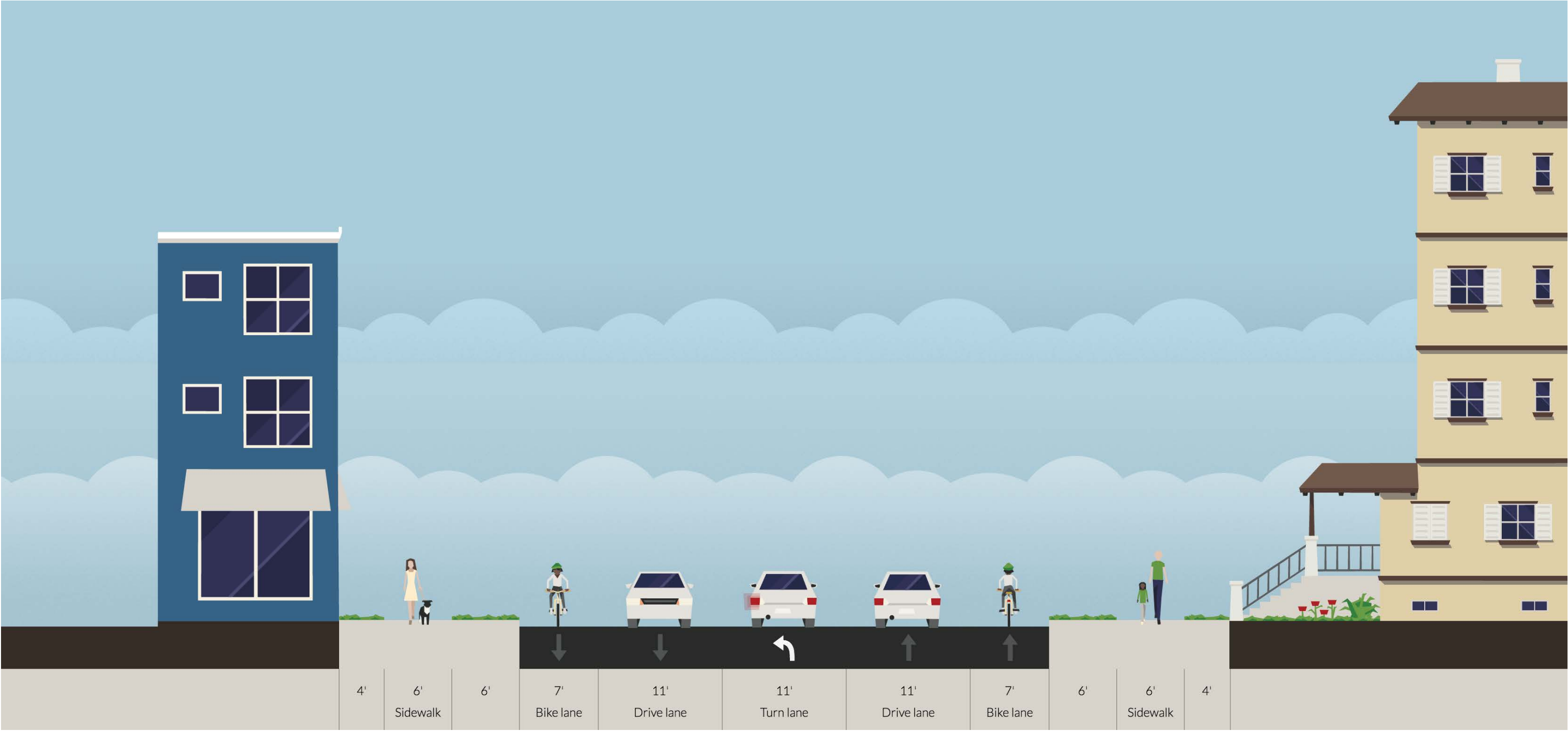
Avent Ferry Road
Corridor Study

KICK-OFF MEETING SUMMARY

Avenue 4 Lane Divided (remix)



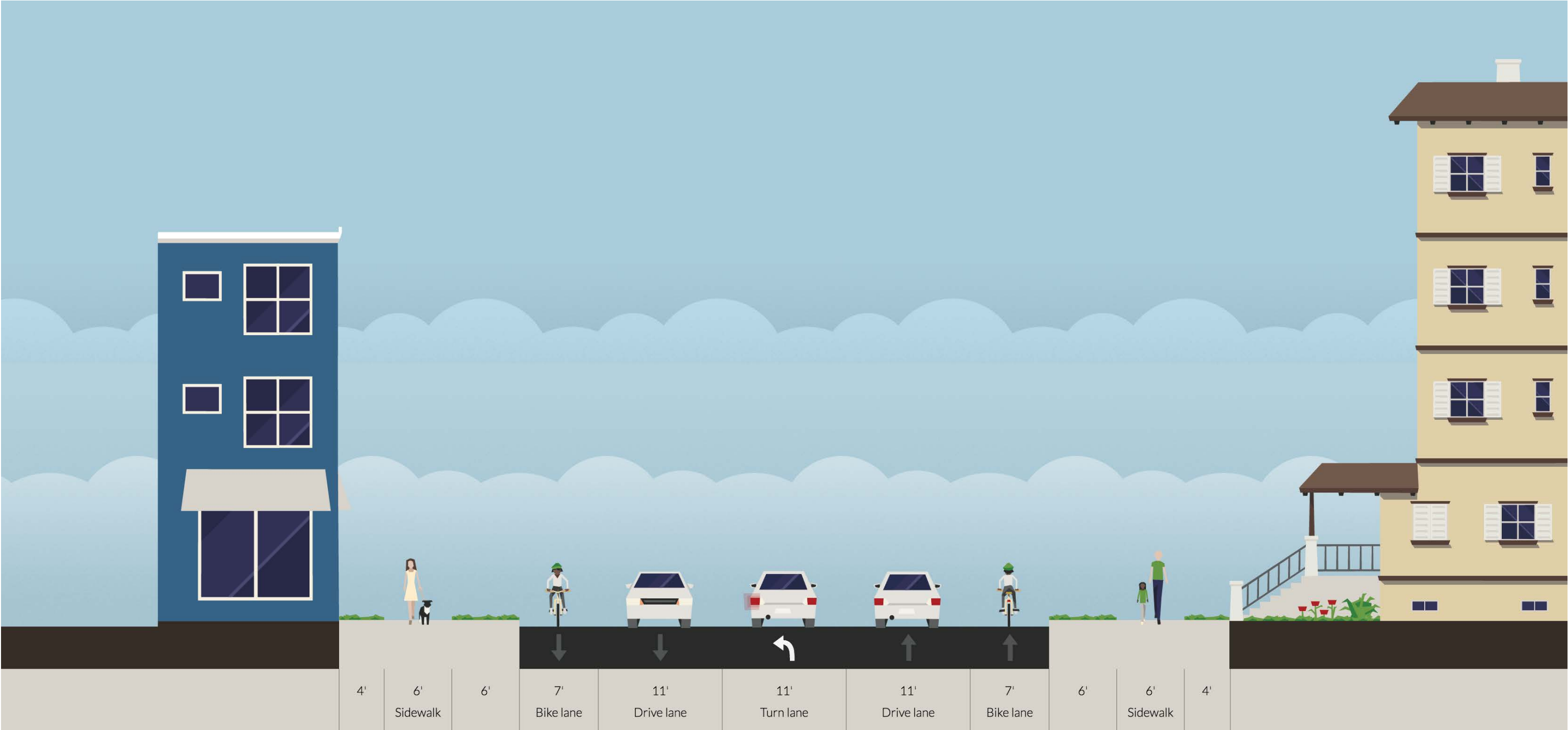
STREETSCAPE VISIONING



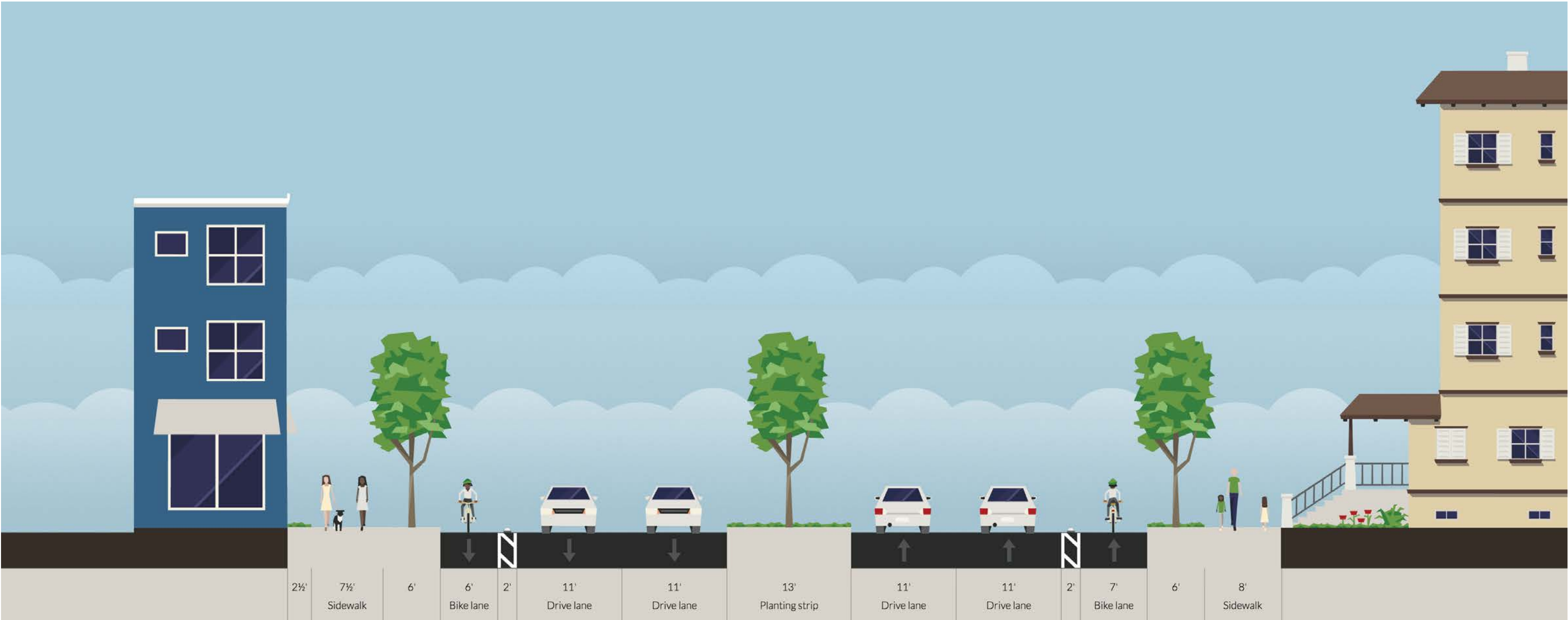
Avent Ferry Road
Corridor Study

KICK-OFF MEETING SUMMARY

STREETSCAPE VISIONING



STREETSCAPE VISIONING



Avent Ferry Road
Corridor Study

KICK-OFF MEETING SUMMARY

Avenue 4 Lane Divided

